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quently, could this result be said to have been brought about in the presence of the testator, or by his direction. The cases of *Steele v. Price*, 44 Ky. 58, and *Bethell v. Moore*, 19 N. C. 311, cited in the opinion, are authority only for the proposition that destruction in itself is without effect unless done with the intent to revoke. On the contrary, the court in *Steele v. Price* declare that to come within the statute the results to which effect is sought to be given must have been brought about by the testator, or have been caused by him to be accomplished in his presence.

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## RECENT LEGAL LITERATURE

**HANDBOOK OF ADMIRALTY LAW.** By Robert M. Hughes, M. A., of the Norfolk (Va.) Bar. West Publishing Co., St. Paul, Minn. 1901, pp. xviii. 504, 8vo.

The subject of this work has received but scanty attention at the hands of text-book writers during the past thirty years notwithstanding its importance has been augmented greatly, especially in the last decade, by the growth of our mercantile marine upon the ocean and the Great Lakes, and the expansion of our commercial relations and interests. Indeed, this field in the United States has been left almost fallow for a generation. Not to disparage the valuable treatise of Benedict which will ever rank as standard in its treatment of the pleading, procedure and practice of the admiralty courts, nor those of Henry and of Cohen which were limited in scope and preceded much important legislation affecting maritime interests—the last text-book upon the law of the sea which met with the general acceptance of admiralty practitioners is Parsons on Shipping and Admiralty, published in 1869. It deserves its reputation as a lucid exposition of the principles of its theme and a careful collation of the judicial decisions which have differentiated the admiralty and maritime law of the United States from that of Great Britain and Continental Europe, but its present value is rather historical than practical. Its latest citation from the Supreme Court of the United States is the case of the *Siren*, 7 Wallace, 152. Since that decision one hundred and seven volumes of the reports of that court have been issued, few of which contain less than two or three important cases bearing upon "the rule of the road at sea," the relations of ship and cargo, and kindred topics. In the same period Benedict, Blatchford, Brown, Bissell, Dillon, Hughes, Lowell, Woods and others have preserved a still greater number of the decisions of the circuit and district courts in admiralty cases. Since 1879 the Federal Reporter has been the depository of the decisions of the latter courts, and since the establishment of the Circuit Court of Appeals the decisions of all these tribunals are to be found in 112 volumes of the Federal Reporter. Those of the Circuit Court of Appeals are also reported in the United States Circuit Court of Appeal Reports. Probably these four hundred volumes, more or less, contain at a low estimate two thousand cases expository of the maritime law. The Limited Liability Act with its amendments, "The International Rules for the Prevention of Collisions at Sea," the "White Law" prescribing the steering and sailing rules for the Great Lakes, the Harter Act regulating and modifying the relations of vessel and cargo and other Congressional enactments have brought to the front questions untouched by the older writers, which must be solved by principles unaided by prece-

dents. The equitable principles which mould the decrees of the "chancery of the seas," and the inherent flexibility of its procedure, are constantly developing new instances of its adaptiveness to adjust itself to the changes, progressive and statutory, in the law of the seas and the conditions of modern commerce. Much, therefore, must be unlearned—as much quickly learned. To this end, next to a thorough knowledge of the history and principles of any system of laws, is prompt and ready familiarity with the latest adjudged cases, for these echo the best thought of the bench and bar upon each controversy. Who fails to keep his hand upon the pulse of decisions and note its changes cannot hope for professional success. As well might the mariner lay his course by the lights and landmarks of a century ago. Without undervaluing a well-arranged digest, a better aid to a lawyer's preparation is a good text-book, written by one in love with his subject, well grounded in the principles of legal science, versed in its literature, possessed of a clear style, reflecting in the presentation of his subject a well ordered mind, and vouching for his text with the latest and aptest authorities. Too often the latter merit is lacking and citations paraded which never knew the text. The work is rare which has all these features, but when found is far more serviceable than a pretentious treatise dealing in generalities and obtruding its author's views rather than those of the courts. Such a book is "Hughes on Admiralty." It is modestly put forth in the preface as an elementary work. In the sense that it makes plain to the tyros of the profession the fundamental principles of admiralty jurisdiction and law, and of its pleadings and procedure, and the related topics, it is rudimentary. It is more than this, however, in its treatment of the many branches of its subject. It is a useful handbook for the active practitioner, citing the latest judgments on vexed questions growing out of the recent maritime legislation which has been prolific of legal problems. While keeping abreast of the current of American decisions Mr. Hughes has not omitted recent English authorities upon this branch of the law. The book evidences painstaking and discriminating labor in its preparation and the author's familiarity with the subject. Its value is much enhanced by a collection of statutes regulating ocean, lake and river navigation, the Limited Liability acts, and other legislation which together with the rules and practice in admiralty constitute a useful and convenient appendix. For the young admiralty lawyer it is one of the few books "to be chewed and digested, . . . to be read thoroughly and with diligence and attention." The text quotes freely the exact language of controlling decisions. The statements of facts in illustrative cases discussed are compact and clear. Fully six hundred well selected authorities are cited and listed in the table of cases. Mr. Hughes has produced an excellent work which recommends itself alike to the specialist and the student. The general subject is, of course, too vast for exhaustive treatment in so small a compass, for volumes have been written on the topics of many of its chapters. The author may have paid the traditional debt of the lawyer to his profession in the production of this volume, but it is to be hoped that he will make a still larger payment in the same field of study and that this useful work will receive the enlargement it deserves.

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